

PUBLIC HEARING

US 290 at SH 36 Interchange Project
From FM 389 (Prairie Lea Road)
To CR 49 (Windy Acres Road)

Washington County
CSJs: 0186-06-082, 0114-09-091

January 18, 2024

Good evening. My name is **Doug Marino**. I am the **Director of Transportation Planning and Development** for the Bryan District of the Texas Department of Transportation and will serve as the public hearing officer for this meeting.

Today is **January 18, 2024** and the time is now **5:3X p.m.** On behalf of TxDOT, I would like to thank you for your interest and participation in this public hearing for **the proposed US 290 at SH36 Interchange project**. I would also like to thank the **Brenham Elementary School** for the use of this facility.

As you entered this evening, you were asked to register at one of the sign-in tables. If you have not already done so, please register before you leave tonight so that we have a record of participation at this public hearing.

You have had an opportunity to view the project exhibits located in the **middle of the room** as part of the open house portion of tonight's hearing. These displays will be available for as long as we are here tonight and then they will continue to be available at our offices and on the TxDOT project website.



Before we begin the technical presentation, I would like to welcome and recognize the elected officials who are in attendance tonight.

(Read the names from the sign-in sheet)

If there are any other elected officials present tonight, please raise your hand to be recognized. Each of you will be given the opportunity to speak at the beginning of the verbal comment session.

(Recognize each person)

Thank you.

Hearing Information

PURPOSE OF THE PUBLIC HEARING

- To present the planned improvements and receive comments from the public.

OPTIONS FOR COMMENTING

- Register to speak during the verbal comment period following the presentation of the project
- Complete a comment form and place in the comment box
- Comment form available online at www.txdot.gov - type "US 290 at SH 36 Interchange" in the keyword search box
- E-mail comments to: BRY_PublicComment@txdot.gov
- Mail comments to: TxDOT – Bryan District
ATTN: Sydney Fox
2591 N. Earl Rudder Freeway
Bryan, Texas 77803-5190

Deadline for Comments is Monday, February 5, 2024

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The purpose of this public hearing is to present the proposed project and then collect public comments to become a formal part of the environmental documentation. There are items that must be covered as part of the process. Therefore, I will be reading from a prepared script this evening.

We are recording this hearing and will include a verbatim transcript of all that is said tonight in the final documentation.

There are several ways to comment on the proposed project. You may present your comments verbally here tonight. If you would like to speak for the public record, and have not filled out a speaker card, please pick up a speaker card from the sign-in table or from one of our staff members. **[Hold up a card]** Speakers will be called in the order in which they sign up. The verbal comment session will begin after we present the project information.

During the verbal comment session, we will **not** respond to comments or questions as part of the TxDOT public hearing procedure, but they will be addressed in the public hearing summary report developed after this hearing. TxDOT staff will be available to answer your questions once the hearing has adjourned.

Comments may also be submitted in writing on the comment form provided. There are several comment boxes available if you choose to leave your completed comment form tonight. Comment forms may also be mailed or sent electronically to the addresses shown here and listed on the form.

While questions about the project and comments are always welcome, comments must be received or postmarked by **Monday, February 5, 2024**, to be part of the official public hearing record. Both written and verbal comments will be considered equally. If you submit your comments in writing, it is not necessary to repeat your comments verbally.

Safety Message 

HELP
#EndTheStreakTX
End the streak of daily deaths on Texas roadways.

TxDOT.gov (Keyword: #EndTheStreakTX)    

#EndTheStreakTX Toolkit

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With safety being the priority at TxDOT, I'd like to take a moment to share a message.

November 7, 2000 was the last deathless day on roadways in Texas. That means for over 23 years, at least one person has died every single day. We all have a part to play to change that. This message is that reminder – to End the Streak of deaths on Texas highways. We need drivers and passengers to act more responsibly and help us reach our goal of zero deaths by 2050. Texans can play a major role in ending fatal crashes with a few simple driving habits: wear seatbelts, drive the speed limit, put away the phone and other distractions, and never drive under the influence of alcohol or drugs. So please do your part and share this message with friends and family.

Thank you.

Public Hearing Agenda

- 1 Introduction
- 2 Project Overview
- 3 Environmental Overview
- 4 Right-of-Way Acquisition Overview
- 5 Verbal Comment Period
- 6 Adjournment

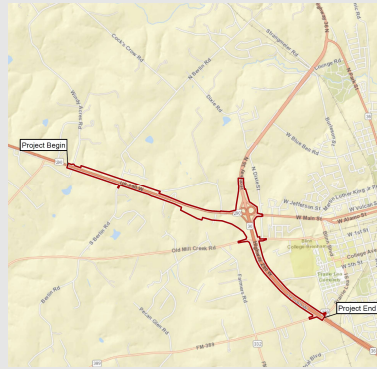
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During tonight's hearing we will present and explain the need and purpose for the project and the preferred alternative for addressing the stated need and purpose.

We will provide a technical overview of the project, environmental overview, and describe the right-of-way acquisition process. Then we will have the elected official and public verbal comment period.

This public hearing will adjourn after all verbal comments have been heard.

Project Location



US 290 at SH 36 Interchange Project

Limits:

From: FM 389 (Prairie Lea Street)

To: CR 49 (Windy Acres Road)

Location:

Washington County

Project Length:

Approximately 3.25 miles

The limits for the proposed project on US 290 are from FM 389, locally named Prairie Lea St., extending along US 290 through the US 290/SH 36 interchange for approximately 3.25 miles to CR 49, also known as Windy Acres Rd.

Project Need and Purpose

Need

- Safety concerns due to high number of vehicular crashes within the limits of the project
- Deficient traffic operations for current and future traffic volumes due to outdated design of existing interchange

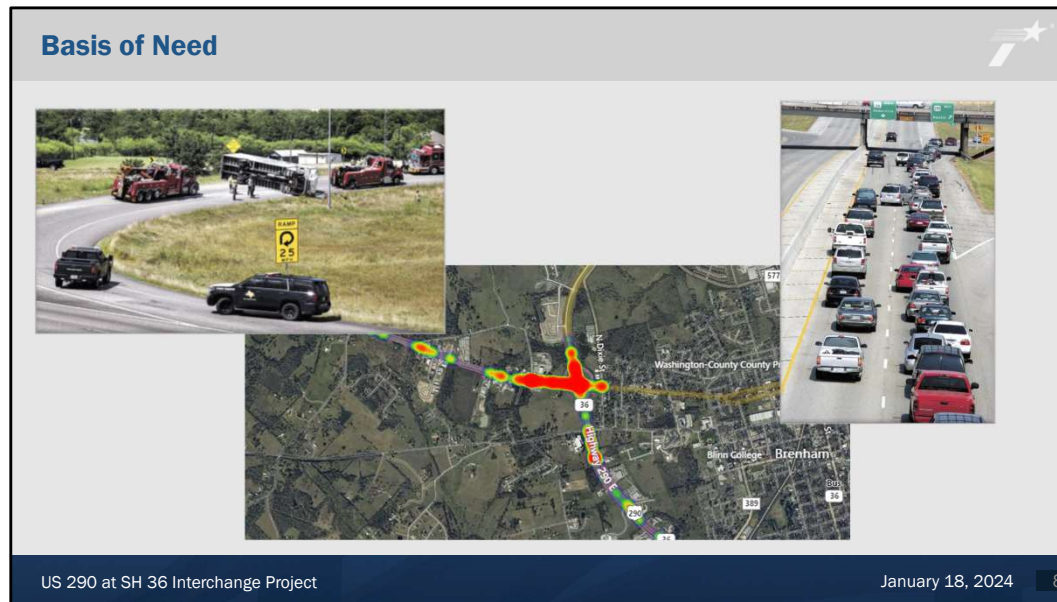
Purpose

- Improve safety:
 - Improve roadways and ramps
 - Improve frontage road operations
 - Accommodate bicyclists and pedestrians
- Improve traffic mobility:
 - Reduce traffic congestion
 - Improve connectivity to state and local roadways

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The project is needed to address safety concerns at the US 290/SH36 interchange and along US 290 within the project limits due to high number of vehicular crashes. Additionally, the traffic operations are deficient for the current and projected future traffic volumes due to the outdated design of the existing interchange...creating congestion and reducing mobility.

The purpose of this project is to improve safety by improving the roadways, ramps, and frontage roads and accommodating bicyclists and pedestrians while also improving overall traffic mobility by reducing traffic congestion and improving connectivity to state and local roadways.



The project need as described, is based on the following data and observations:

Currently, there is not a direct connection for continuous movements on US 290. Continuous traffic must exit the US 290 main lanes to enter the cloverleaf interchange. During busy local traffic peaks, significant congestion occurs at clover-leaf entrance and exit ramps as the speed limit drops to 25 mph and restricts the flow of traffic. **Traffic flow is further impeded by stop signs at the roadway intersections and the traffic signal west of the interchange.** During the periods of peak congestion and when crashes occur, westbound US 290 traffic can back-up across the interchange onto the US 290 main lanes creating an unsafe condition.

A crash analysis was conducted within the project limits. There were 614 reported crashes in the five-year period from 2018 to 2022. **The largest number of crashes occurred at the US 290/SH 36 interchange as indicated by the red area in the heat map shown on the slide.**

Proposed Improvements

Safety

- Upgrade roadways and ramps to current design standards
- Separate regional and local traffic
- Convert frontage roads from one-way to two-way
- Provide shared-use paths and sidewalks for bicyclists and pedestrians

Mobility

- Reduce traffic congestion by allowing for continuous traffic flow along US 290
- Improved connectivity to SH 36 and local roadways

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The proposed improvements for the project would address the project’s need and align with the purpose of improving safety and mobility.

The project improvements that address safety include upgrading the US 290 main lanes to a current freeway standards, which include separating traffic by a concrete traffic barrier and wide shoulders. Entrance and exit ramps between main lanes and connecting roadways are improved to a slip ramp design. Proposed frontage road improvements include changing from the current two-way traffic operation to a one-way operation. The addition of wide sidewalks, called shared-use paths, accommodate bicyclists and pedestrians by providing separation from vehicular traffic.

The mobility improvements include replacing the existing cloverleaf interchange with a continuous flow bridge allowing regional traffic to remain on US 290. Access to SH 36 and local roads remain with improved connections using modern slip ramp designs.

I will now turn it over to Juan Quiroz, the TxDOT Bryan District Planning Engineer, who will provide additional details about the project.

Alternative Selection

Identify Study Area Develop Route Alternatives Recommended Alternative

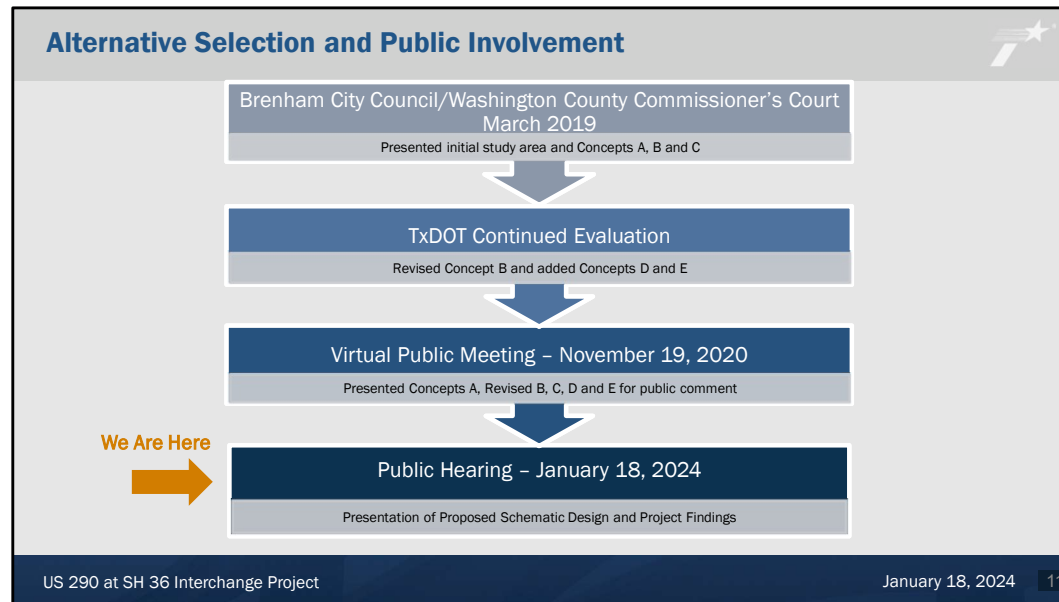
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Thanks, Doug.

A key aspect of project development is to generate alternatives in order to evaluate possible improvements and impacts from various designs. An important component of this project was to determine a viable route option that achieves the project purpose and need, while minimizing impacts to properties and environmental resources.

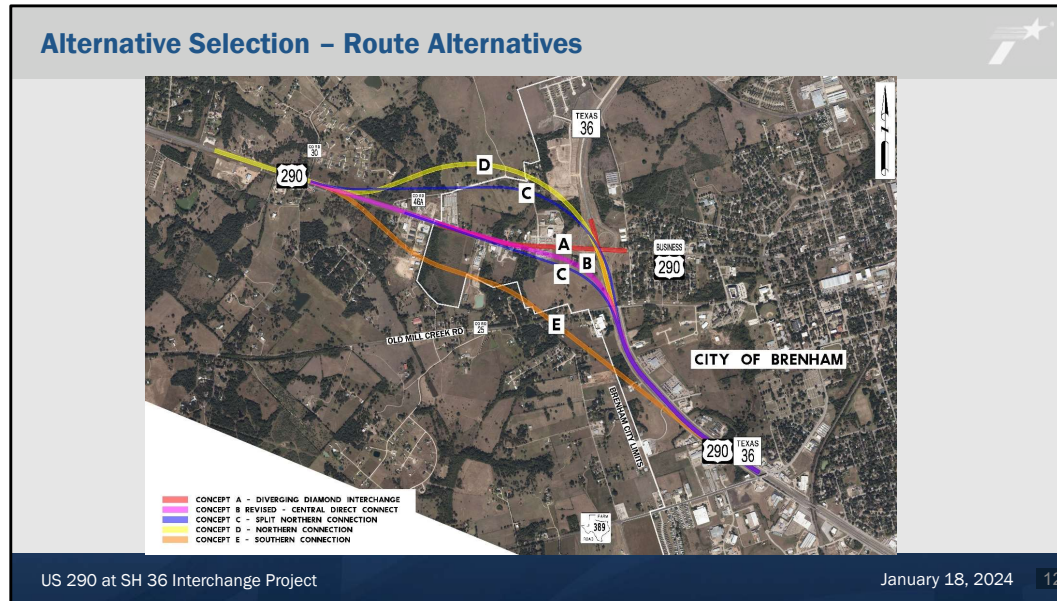
Alternatives were developed and shared throughout the public involvement process.



The public involvement process provides opportunities for stakeholders and the public to share feedback on the proposed alternatives for consideration in shaping the final design of the project.

Here is a timeline that outlines TxDOT’s public involvement efforts during project development. As previously mentioned, TxDOT’s first public involvement event was in March of 2019 with the City of Brenham and Washington County Commissioner’s Court where three concepts were originally presented. Followed by TxDOT’s continued evaluation of the interchange resulting in two additional concepts for a total of five concepts which were presented in a November 2020 virtual public meeting—then in March 2021 TxDOT announced the preferred interchange concept for further development.

In addition to official public meetings held during project development, TxDOT had numerous meetings with stakeholders, landowners, and elected officials to continuously refine the design details of the project.



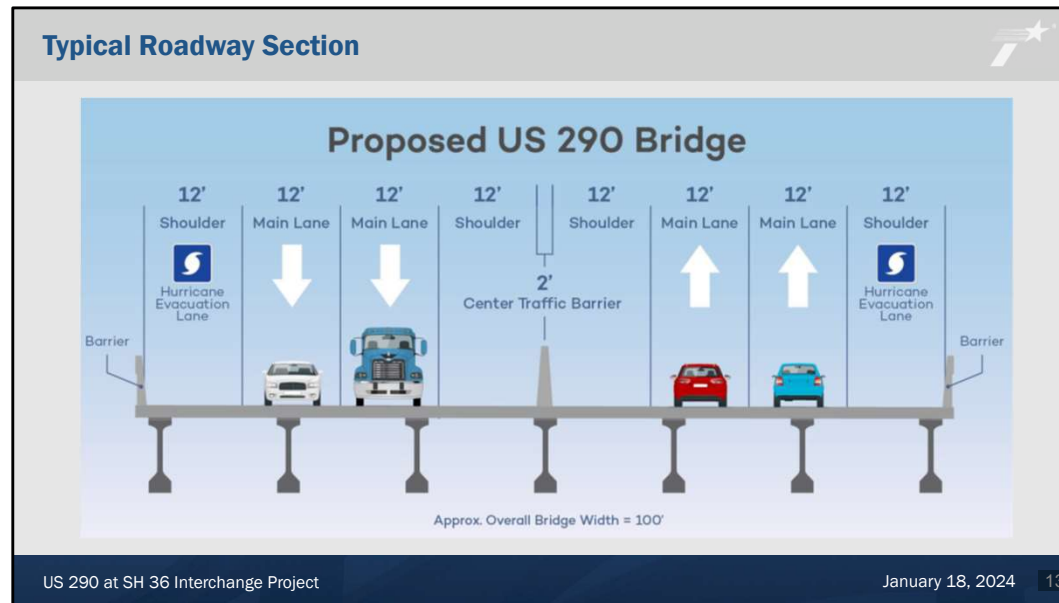
In the November 2020 virtual public meeting, The five interchange concepts included:

- Concept A – Diverging Diamond Interchange,
- Revised Concept B – Central Direct Connect,
- Concept C – Split Northern Connection,
- Concept D – Northern Connection Concept, and
- Concept E – Southern Connection

In Spring of 2021, based on TxDOT’s technical evaluation, local stakeholder and public input, TxDOT announced through a press release that Revised Concept B – Central Direct Connect was the selected alternative for further development.

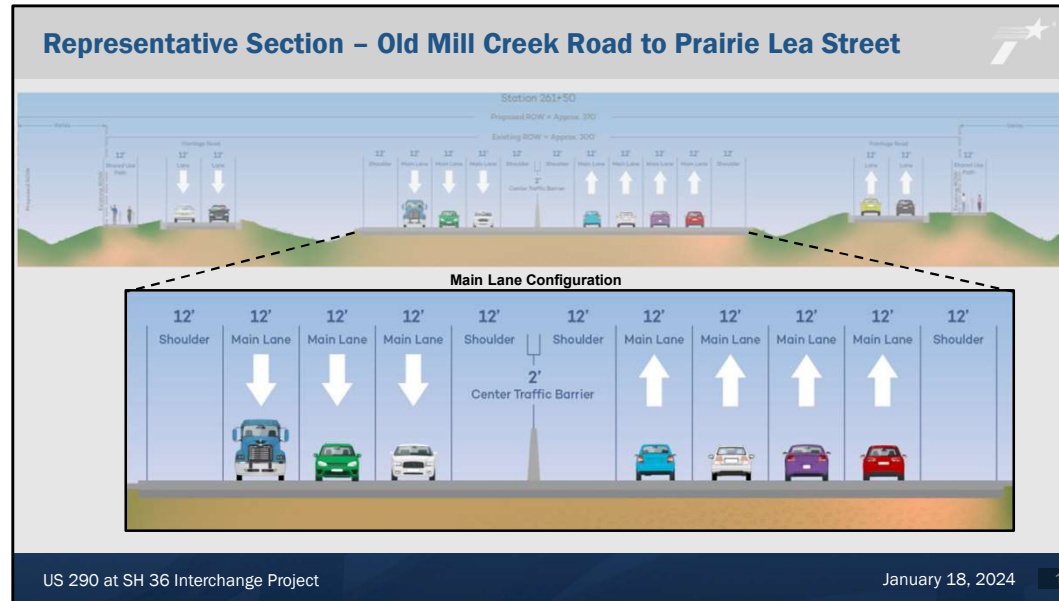
The selected alternative provides continuous flow on US 290, enhances safety, maintains local connectivity, reduces congestion, and improves regional mobility through the area. The proposed project presented in tonight’s presentation was developed based on Revised Concept B.

The following slides will provide an overview of key features of the proposed interchange design.

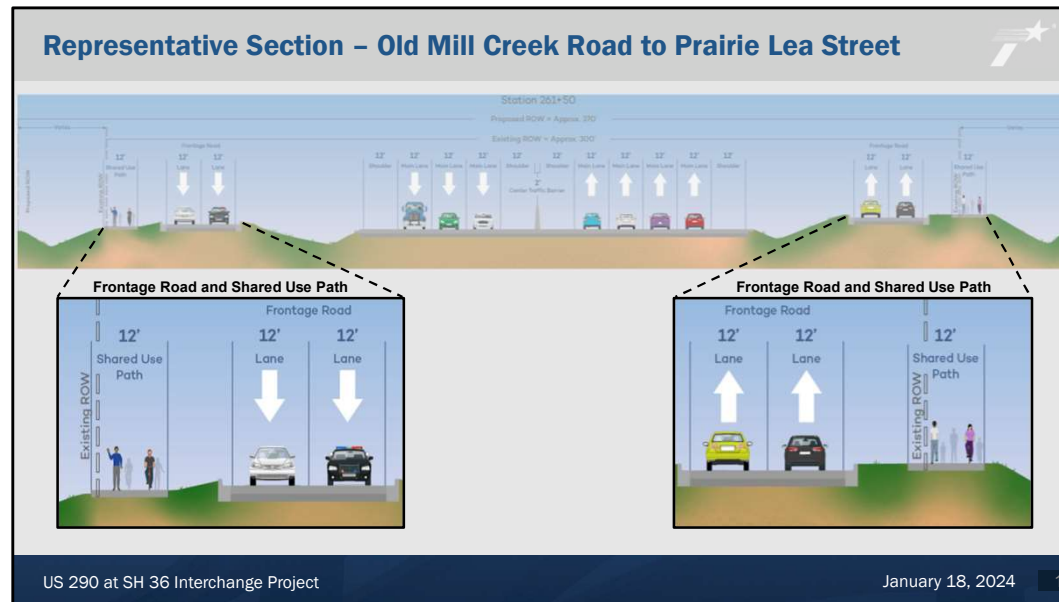


Shown here is a typical section illustrating the proposed US 290 Bridge features from the eye or ground level perspective. The existing clover leaf ramps will be removed and replaced by the proposed US 290 bridge, which will provide continuous traffic flow via two main lanes in each direction separated by a center concrete traffic barrier. The proposed 4-lane section along this bridge segment includes two 12-foot travel lanes in each direction and 12-foot inside and outside shoulders. The overall bridge width is approximately 100 feet.

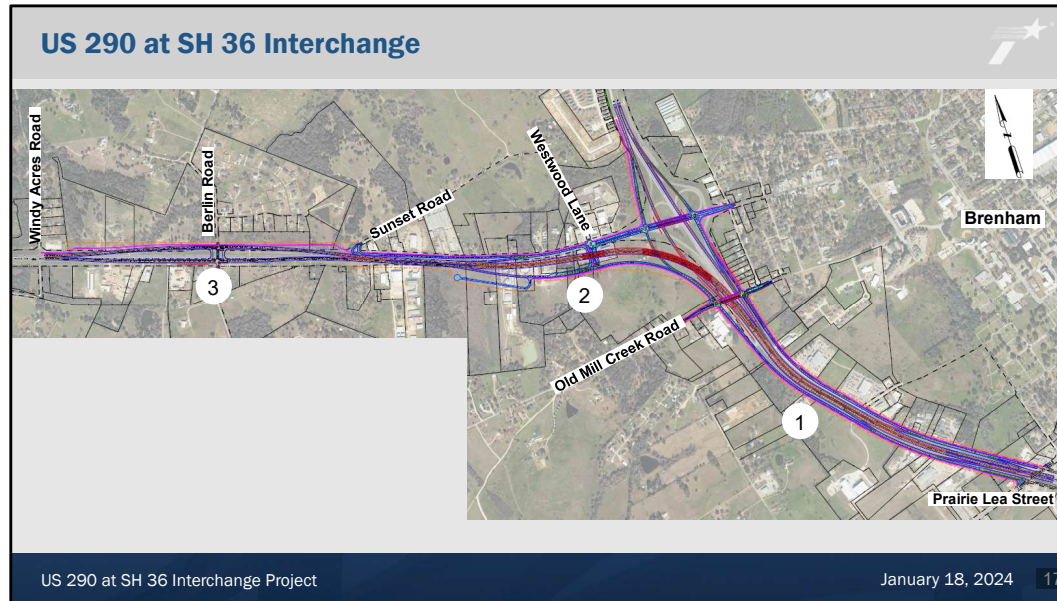
Since US 290 is a Hurricane Evacuation Route, the outside shoulders may serve as additional hurricane evacuation travel lanes if needed.



The section includes two 12-foot main lanes in each direction, along with two additional auxiliary lanes in the southbound direction and one additional auxiliary lane in the northbound direction—all separated by a center concrete traffic barrier. The travel lanes would be bounded by 12-foot inside and outside shoulders. The auxiliary lanes are utilized by merging, exiting, or entering traffic. Overall, the roadway improvements along this segment provide additional traffic capacity at this interchange.



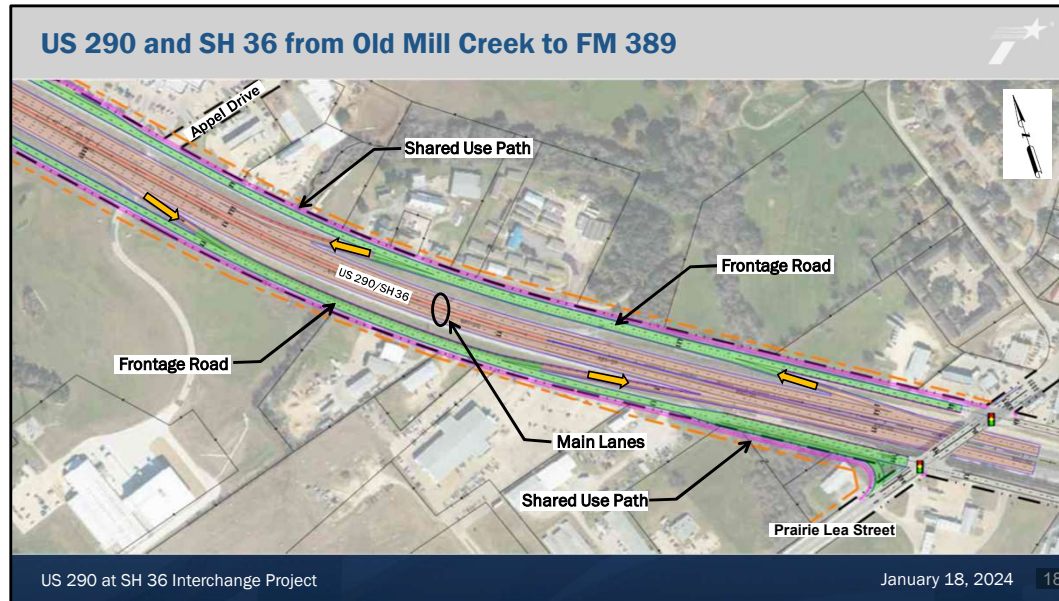
In addition, along this segment, one-way frontage roads are proposed via two 12-foot travel lanes in each direction on each side of the US 290 and State Highway 36 main lanes. An approximately 12-foot wide shared use path, which is essentially a wide sidewalk that can be used by both pedestrians and bicyclists, is proposed on each side of the project corridor. The design features outside of the shared use paths include open ditch drainage and some space to accommodate utilities that run along and parallel to the proposed project limits.



The next series of slides will provide an overview from an aerial perspective of the main features and improvements of the US 290 at State Highway 36 Interchange project from south to north to west in three main segments:

- First from Prairie Lea Street to Old Mill Creek Road,
- Second from Old Mill Creek Road to Westwood Land and Sunset Road, and
- Third from Sunset Road to Windy Acres, just west of Berlin Road.

Let's begin...

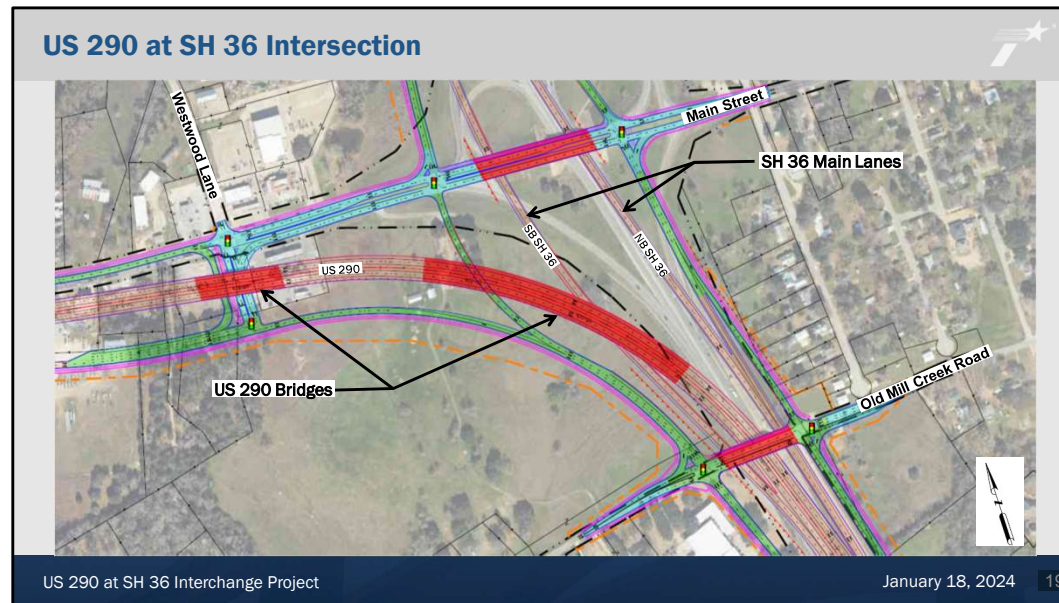


For orientation purposes, key improvements have been color coded. The proposed US 290 main lanes are shown in peach color, frontage roads are shown in green, and the shared use paths for pedestrians and bicyclists are shown in purple. The proposed right of way limit line is shown in dashed-orange and the existing right of way limit is shown in dashed-black.

Along this segment US 290 and State Highway 36 are co-aligned. Starting at Prairie Lea Street, new improvements include upgrading the main lanes and frontage roads and converting the existing frontage roads to one-way frontage roads.

[Click] To maintain local connectivity, new access ramps or slip ramps, as identified by the orange arrows, would be constructed to replace the existing, outdated access points along US 290. The one-way frontage roads would facilitate safe operation of the new slip ramps either exiting or entering US 290 and State Highway 36.

Please note that the frontage road conversion to one-way also includes the railroad bridge underpass segment south of Prairie Lea Street.



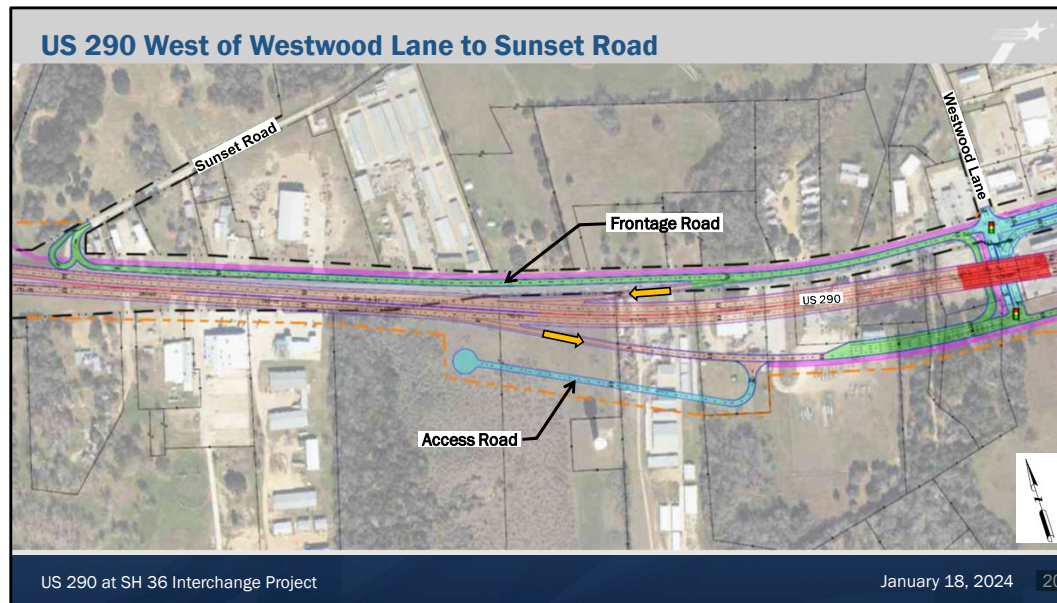
Between Old Mill Creek Road and Westwood Lane, US 290 and State Highway 36 split—US 290 turns westward, and State Highway 36 continues northward. The main design feature of the proposed interchange includes the construction of continuous US 290 main lanes that would go under Old Mill Creek, as they do today, then turn westward up and over State Highway 36 and Westwood Lane. Two new US 290 bridges, shown here in red, would be constructed to allow continuous flow of US 290 traffic through the intersection.

New bridges, also shown in red, would be constructed at Old Mill Creek Road and Main Street.

Traffic on State Highway 36 would also flow continuously through the interchange. As shown on this slide, the State Highway 36 northbound and southbound main lanes would separate through the interchange and go under both Old Mill Creek and Main Street bridges. New slip ramps constructed just south of Old Mill Creek Road would allow northbound and southbound State Highway 36 traffic to merge with or exit from US 290 traffic. As previously mentioned, the existing clover leaf ramps would be removed.

Additional design features include a reconfiguration of the Westwood Lane intersection and new signalized intersections at several locations as designated by the traffic signal symbols on this graphic. Accordingly, new frontage roads, shown in green, would be provided to maintain local connectivity to adjacent neighborhoods and roads. A Share Use Path, shown in purple, would also be constructed at this interchange location providing pedestrian and bicyclist connectivity along the

corridor.

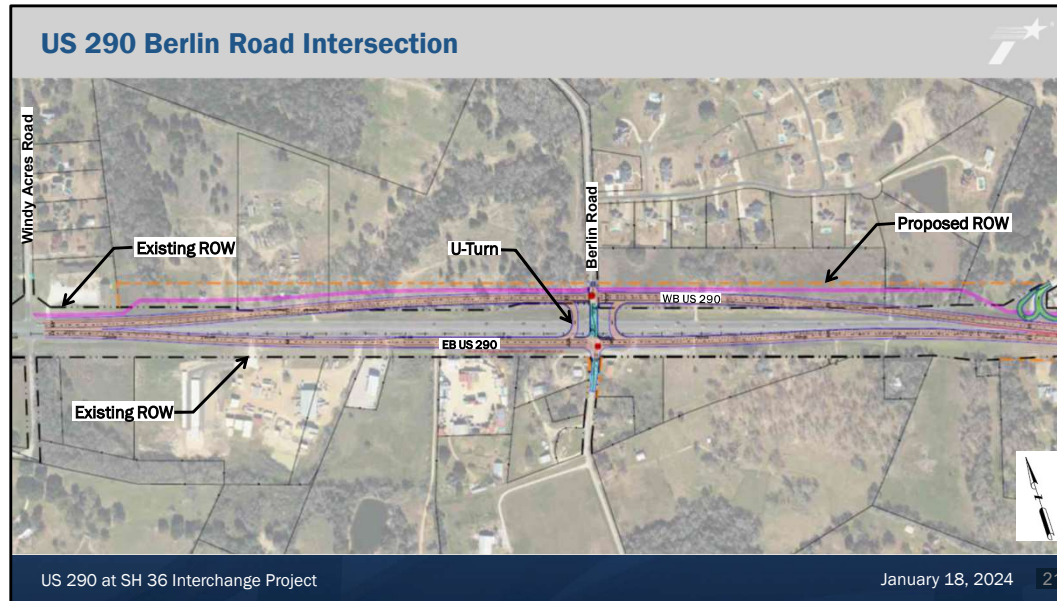


Between Westwood Lane and Sunset Road, the elevated US 290 main lanes would proceed from the bridge at Westwood Lane back down to existing grades and continue westward.

[Click] Entrance and exist slip ramps, as identified by the orange arrows, will provide local access to Westwood Lane and Main Street, as well as provide local access to US 290 westbound. As shown by the green one-way frontage roads, eastbound traffic would be able to exit US 290 then make a U-turn under the bridge at Westwood Lane to access Sunset Road.

As a reminder, the proposed right of way limit line is shown in dashed-orange and the existing right of way limit is shown in dashed-black.

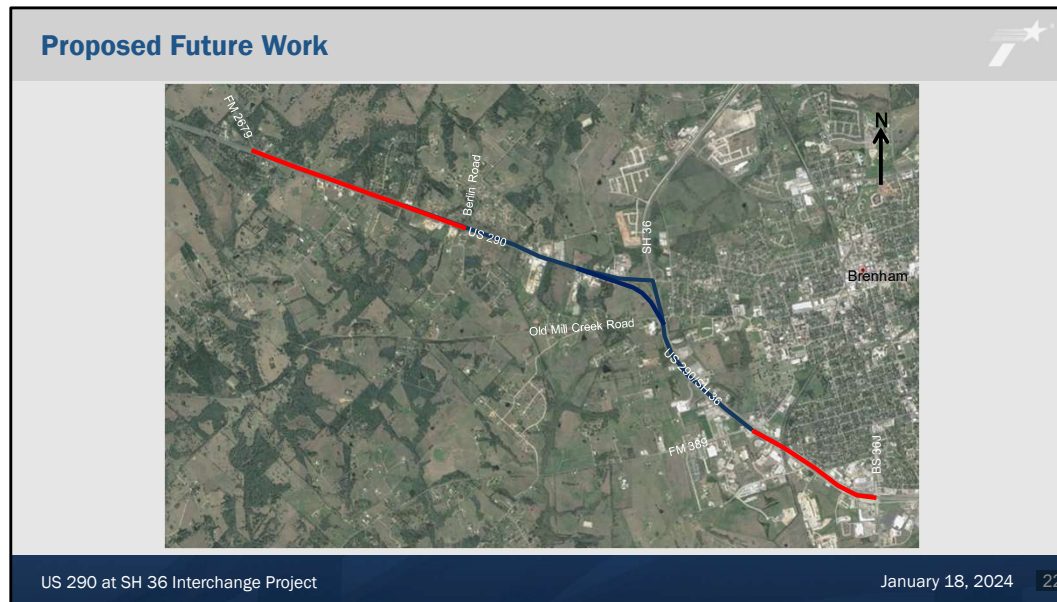
For the property locations south of US 290 and abutting the eastbound exit slip ramp area, an access road, shown here in blue, would be constructed to provide access to those properties.



The proposed US 290 configuration between Sunset Road and Windy Acres consists of an at-grade intersection at Berlin Road. At this location, the eastbound and westbound US 290 main lanes would separate through the intersection and US 290 traffic would flow continuously through the intersection. Traffic from Berlin Road would be stop-controlled for access to US 290, as designated by the red dots. Offset U-turn locations would allow traffic to change direction along US 290 without impacting traffic from Berlin Road. At Windy Acres Road, the US 290 eastbound and westbound main lanes would tie-in to the existing roadway configuration. A shared use path would be constructed along the north side of US 290 at this location.

A key feature of this design is that it can accommodate future construction of an overpass at this location. Future project plans west of Berlin Road will be briefly introduced later in this presentation.

Doug, back to you.



The limits of the proposed project were developed with a focus on improving the US 290/SH 36 interchange and the necessary associated ramp connections. TxDOT recognizes the need for additional improvements along US 290 that are outside of the limits and scope of the proposed project...and therefore has started early development for a future project separate from the interchange project.

The proposed interchange project is shown on the slide in blue. Segments under early project development for a future project are shown in red, with limits from west to south of FM 2679 to Berlin Rd. and FM 389 to Business 36. The possible scope of the future project would include a roadway conversion to a freeway corridor with improved ramps along with overpasses at key locations. TxDOT will engage with the public and stakeholders thorough out the development of the future project.

Environmental Overview – NEPA Assignment



The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

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TxDOT Bryan District conducted the environmental studies and documentation for this project in compliance with the National Environmental Policy Act often referred to as NEPA.

The statement shown on this slide is required to be shared at public outreach activities and environmental documents. Its purpose is to notify the public and other agencies that the Federal Highway Administration has delegated some of its responsibilities to TxDOT when it comes to the environmental review and approval of certain types of transportation projects.

Environmental Overview – Environmental Assessment



An Environmental Assessment was conducted for the proposed project to comply with the National Environmental Policy Act (NEPA).

An Environmental Assessment, is required when the significance of the environmental impacts are uncertain. The purpose of this process is to clarify any uncertainty and document the finding. If no significant impacts are found, the process is concluded with a Finding of No Significant Impact, referred to as a FONSI.

The study identified and assessed potential impacts to the natural and human environment, including:

- Air Quality
- Archeological Resources
- Non-Archeological Historic Properties
- Community Impacts
- Biological Resources
- Hazardous Materials
- Section 4(f)/Chapter 26
- Traffic Noise
- Water Resources

An Environmental Assessment, referred to as an EA, is required when the significance of the environmental impacts are uncertain. The purpose of this process is to clarify any uncertainty and document the findings. If no significant impacts are found, the process is concluded with a Finding of No Significant Impact, referred to as a FONSI.

The environmental assessment identified and evaluated the potential impacts by the proposed project regarding specific aspects of the natural and human environment listed on the slide.

We anticipate that after all studies are completed, including the public input received from this hearing, the findings of the EA for this project show will show that this project has no significant impact on the environment and that no unusual circumstances exist.

The proposed project plans and details on the environmental studies performed and the conclusions reached, will continue to be available for review at the TxDOT Bryan District Office.



Project Coordination

- Texas Commission on Environmental Quality (TCEQ)
- U.S. Army Corps of Engineers (USACE)
- Federally-recognized Tribes with an interest in TxDOT projects
- Texas Historical Commission (THC)
- Texas Parks and Wildlife Department (TPWD)

TxDOT coordinated with various state and federal agencies, as well as local stakeholders. This was done in order to develop a project that complies with all applicable regulations and takes in to account the concerns of civic and business interests as well as private citizens.

Environmental Overview

Air Quality

- National Ambient Air Quality Standards (NAAQS)
- No Impact

Archeological Resources

- Research/Databases
- Archeological Intensive Resources Survey
- No Impact

Non-Archeological Historic Properties

- National Register of Historic Places – no impacts to any listed or eligible properties.
- Replacement of the 1958 Old Mill Creek Road Bridge over US 290 would be adversely impacted.

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The results of the environmental study for the proposed US 290/SH 36 Interchange Project is summarized as follows:

The proposed project would not impact air quality. Under both the Build and No Build Alternatives, continuing trends in air quality improvement are expected to continue.

There would be no impact to undisturbed archeological resources. No new archeological sites were identified during the survey of the project area.

TxDOT determined that no non-archeological historic properties within the proposed ROW are anticipated to lose character-defining features, therefore the project poses no adverse effect to the three identified historic structure properties. TxDOT also determined that the proposed replacement of the bridge would adversely affect the historic structure.

Environmental Overview

Biological Resources

- Threatened and Endangered Species - Washington County
 - Project is within the range of and with suitable habitat present for federal candidate species, state-listed species, and species of greatest conservation
- Vegetation Types – potential impacts
 - Disturbance or Tame Grassland
 - Deciduous Woodland
 - Deciduous Shrubland
 - Post Oak Motte and Woodland
 - Savanna Grassland
 - Urban High Intensity
 - Urban Low Intensity

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Biological resources including vegetation, wildlife habitat, and threatened and endangered species were evaluated for potential impacts.

In accordance with the 2021 Memorandum of Understanding, TxDOT coordinates with Texas Parks and Wildlife Dept. on federal and state transportation projects that require an EA. The intent is to foster communication, collaboration and cooperation between Texas Parks and Wildlife and TxDOT on the review of transportation projects and protection of State natural resources. That initial collaboration and review phase is followed by the coordination, review and comment on the draft environmental document.

The initial collaboration with Texas Parks and Wildlife was initiated on **November 28, 2023** and the Draft EA is currently under review.

Potential habitat for state and federal listed species is present within the study area. TxDOT would implement best management practices as specified in its programmatic agreement with the Texas Parks & Wildlife Department to avoid impacts to state listed species. No adverse effects or impacts to the listed species or their habitats are anticipated.

Environmental Overview

Hazardous Materials

- Initial Site Assessment
 - Six high risk sites of concern were identified
 - No hazardous material impacts are anticipated

Community Impacts

- No disproportionately high or adverse impacts to Environmental Justice or Limited English Proficiency populations

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A Hazardous Material Initial Site Assessment was completed. Six of these sites were identified as high risk for contamination. However, hazardous materials impacts are not anticipated from the facilities identified as potential risks.

It was determined that there would be no disproportionately high or adverse impacts to minority and/or low-income populations. Overall, the proposed design features would enhance mobility and access, and would reduce congestion and improve safety for both minority and non-minority populations. It was also determined that there would be no disproportionately high or adverse impact to Environmental Justice or Limited English Proficiency populations.

Environmental Overview

Traffic Noise

- Traffic Noise Model – TNM (FHWA approved)
- 19 representative receivers modeled
- Proposed Noise Barrier is recommended at the Vintage Farms Neighborhood
 - Determination of feasibility by constructability analysis would be completed

Water Resources

- Construction General Permit is applicable (coordinate with TCEQ)
- Waters of the US are present. Work would be covered under Nationwide Permit with a Pre-Construction Notification authorized by the US Army Corps of Engineers

Conclusion

- Environmental studies, analyses, and evaluation of the proposed project indicate no significant impacts

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Existing and predicted traffic noise levels were modeled using the approved FHWA traffic noise model. Nineteen representative receivers were modeled, Noise barrier measures were evaluated with a recommendation that proposed noise barrier measures would be further investigated for Vintage Farms Neighborhood. **The next steps for this investigation would be a constructability analysis to determine if constructing the recommended noise barrier is feasible.**

For impacts to water resources, TxDOT would comply with all state construction permitting, storm water management, and notification requirements.

It is anticipated that work within Waters of the U.S. would be authorized under a Nationwide Permit with a Pre-Construction Notification issued by the US Army Corps of Engineers.

Regarding the items summarized and other potential impacts evaluated, the environmental studies, analyses, and evaluation performed thus far indicate that the proposed improvements would not result in significant environmental impacts.

The draft environmental assessment, for the proposed project is available at the Environmental Table here at the in-person meeting and would continue to be available for review at the TxDOT Bryan District Office.

Project Funding 

- Project CSJs: 0186-06-082, 0114-09-091
- The proposed project is included within:
 - Statewide Transportation Improvement Program (STIP)
 - 10-year Unified Transportation Program (UTP)
- Total Estimated Construction Cost: \$233 million
- Funding Source – Federal and State Funds
 - UTP Funding Category 4 – Connectivity Corridors (Rural)

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The proposed project is included in the applicable federal and state planning documents. The project has an estimated construction cost of approximately \$233 million. This estimate is still preliminary and subject to change. The source of the construction funds are distributed through UTP funding category 4, which consists of federal and state funds.

Right-of-Way Acquisition Overview

Project Impact

- 75.6 acres of new right of way
- Potential displacements: 11 residences and 20 non-residential structures

Laws and Regulations

- The Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended, commonly called the **Uniform Act**, is the primary law for acquisition and relocation activities on Federal or federally-assisted projects and programs. This law was passed by Congress in 1970 for making public acquisition of private property as fair and equitable as possible. Several provisions of the law were amended in 1987 as part of Surface Transportation and Uniform Relocation Assistance Act of 1987 (STURAA).
- State of Texas Landowner's Bill of Rights** prescribed by the Texas Legislature in Texas Government Code Sec. 402.031 and Chapter 21 of the Texas Property Code.

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The project requires approximately 75.6 acres of new right of way. Potential displacements- include eleven residences and twenty non-residential structures.

When acquiring right-of-way, TxDOT follows the Federal Uniform Act and the State of Texas Landowner's Bill of Rights as noted on the slide.

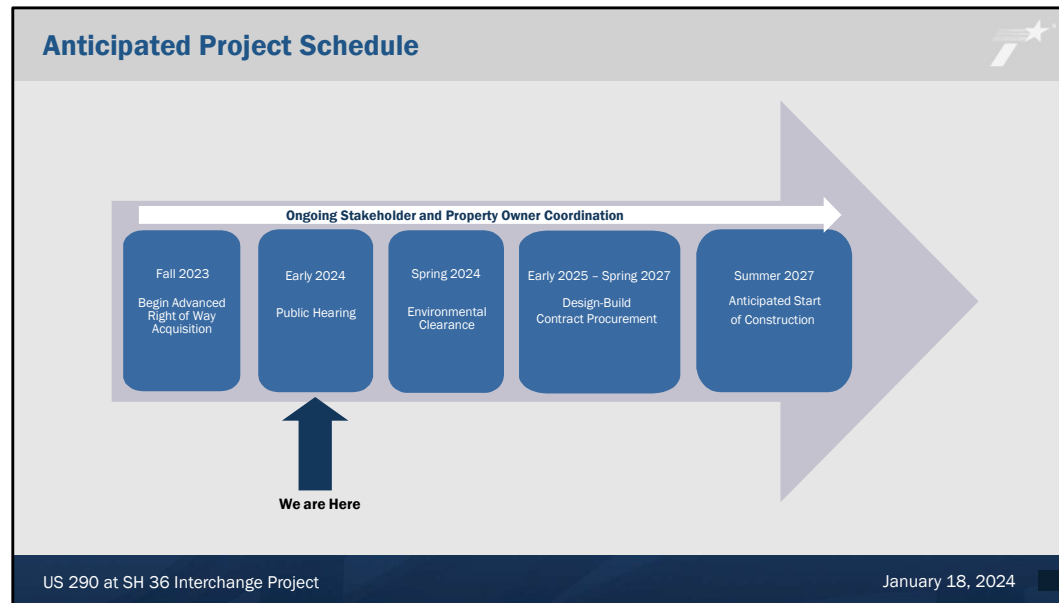
***All impacted landowners have been contacted by letter and offered one-on-one meetings with TxDOT staff to discuss the project and potential impacts.**

Letters to impacted landowners were sent using addresses available from the **Washington** County Appraisal District.

[Pause for a moment to allow for the public to view the slide]

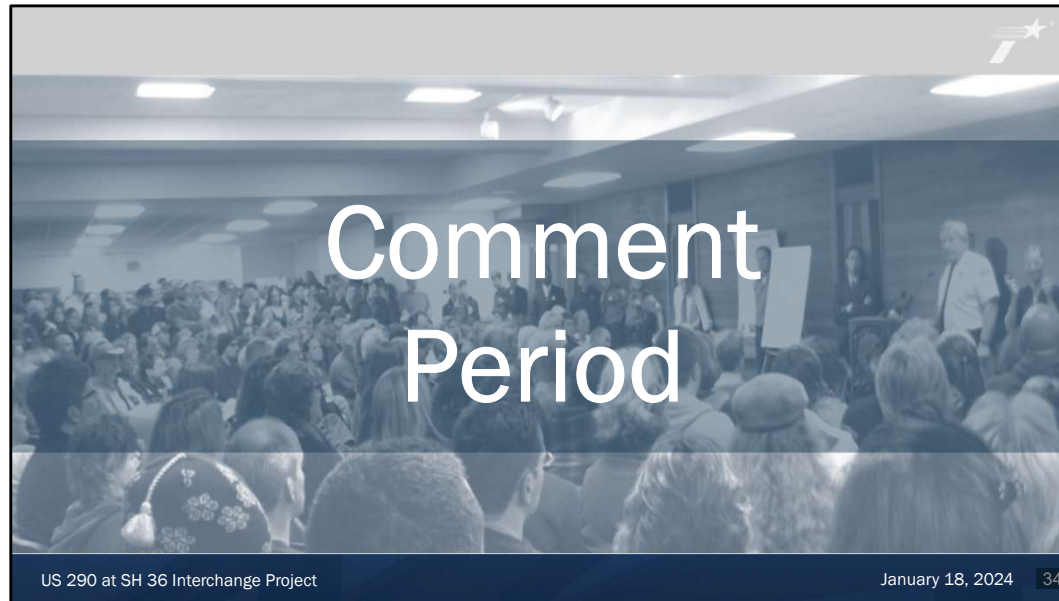


The right-of-way acquisition process begins with a survey at each tract of land of the proposed right-of-way parcels as identified in the project schematic. A registered professional land surveyor will produce a map of all rights-of-way for the project as well as a parcel sketch and legal land description for each parcel of land requiring acquisition. The survey documents are then turned over to a contracted independent appraiser who will notify the landowner to set a meeting time to conduct an appraisal of the parcel and property. The independent appraiser will determine the fair market value of the parcel, including the value of any damages to the remainder, and the value of all improvements on the parcel. TxDOT will provide the landowner with a copy of that report along with a letter offering that value as the purchase price. The landowner may make one counteroffer if there are elements affecting the value that have been neglected in the report. TxDOT has an administrative settlement team who will consider a counteroffer and recommend whether to accept it or not. If the landowner agrees to the offered value or an administrative settlement value, then TxDOT will process the necessary records of the transaction to take possession of the right-of-way. If the landowner does not agree with the value of the offer and an administrative settlement is not reached, then the next avenue available to the landowner is a special commissioners hearing. The special commissioners are three local citizens knowledgeable of local land values who are appointed by the judge whose court has jurisdiction over the area. These commissioners hear from the landowner and from TxDOT as to the value of the property, and then make their own judgment as to that value. The amount of that judgment is deposited by the state in the registry of the court and the state takes possession of the right-of-way at that time. The landowner may decide whether to withdraw the awarded funds or seek further remedy through a jury trial. The state may also seek a jury trial if the state does not agree with the commissioners' award. The trial is heard before a jury in the district court and the jury decides the appropriate award. This jury award may also be appealed by either side through the civil appeals process. The Uniform Act also provides for relocation assistance to those who are displaced by a project. This assistance may cover moving expenses, business losses during the move, and other expenses for a commercial displacement. It may cover moving expenses for relocating residents, whether they are tenants or owners. Eligible expenses may include the costs of moving real or personal property and possibly supplemental funds if similarly valued properties are not available. The move must be to a decent, safe, and sanitary location that is of equal or greater value than the original location. Relocation resources would be made available to all eligible displaced residents, including tenants, without discrimination. Additionally, you can contact the TxDOT Right of Way Project Managers directly at the email addresses shown.



The general project development schedule is shown on this slide.

TxDOT is currently in the process of beginning the advanced right-of-way acquisition process and completing the environmental documentation. Environmental clearance is anticipated for Spring of this year along with continued right-of-way acquisition and adjustment of long lead time utilities. In early 2025 the development of design-build contract documents will begin with an anticipated construction start date in summer 2027. The project will take approximately 2 years to construct.



That concludes the project description portion of the presentation. We are now going to begin the verbal comment period. If you want to make verbal comments tonight, please be sure to fill out a speaker card.....

Before we start the public comment session, we will now give the elected officials or their representatives an opportunity to speak.

First, we will hear from _____; If you would, please join me at the front and utilize our microphone stand.


Elected Official #1 speaks

Repeat if necessary.

Thank you _____. Next, we'll have _____.

Are there any other elected officials or representatives that would like to say a word at this time?

(If not)...(Now) we'll move along to public comments.

Public Comments 

OPTIONS FOR COMMENTING

- 1) Register to speak during the verbal comment period following the presentation of the project
- 2) Complete a comment form and place in the comment box
- 3) Comment form available online at www.txdot.gov - type "**US 290 at SH 36 Interchange**" in the keyword search box
- 4) E-mail comments to: BRY_PublicComment@txdot.gov
- 5) Mail comments to: TxDOT - Bryan District
ATTN: Sydney Fox
2591 N. Earl Rudder Freeway
Bryan, Texas 77803-5190

**All comments must be submitted or postmarked by
Monday, February 5, 2024
to be included in the public hearing documentation**

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If you do not wish to make a verbal comment during the public comment session, you can submit written comments. You can leave the written comments in the comment box tonight or you have the option to email or mail comments after tonight's hearing. Please make sure your comments are received or postmarked by **Monday, February 5, 2024** to be included in the public hearing documentation.

Both written and verbal comments will be considered equally. If you submit your comments in writing, it is not necessary to repeat your comments verbally this evening.

Public Comment Session

- Submit a Speaker Registration card
- Limit your comments to **3 minutes**
- Use the microphone
- State your name and whom you represent (if applicable)
- Unused time may not be given to another speaker

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0:44

For this public comment session, the procedure does not allow for responding to questions or comments. Comments will be addressed in the public hearing summary report developed after this hearing.

We ask that you make your comments concise and limit them to **3** minutes so everyone has equal opportunity to speak. A timer, located on the screen, will indicate the beginning of your 3 minutes. After 3 minutes, you will be asked to be seated so the next speaker can make his or her comments. Unused time may not be given to another speaker. If you have additional comments, please complete a written comment form. Additionally, please direct your comments toward me and speak clearly into the microphone to ensure your comments are recorded properly.

When I announce your name, please come to the microphone and state your name and whom you may represent, any interest you may have in the project, and provide your comments.

And now I will call the speakers listed on the comment registration cards in the order they signed up. First, we will hear from _____, **followed by** _____. If you could please make your way to the front or raise your hand if you need assistance. Again, you will have **3** minutes to make your comments.

Alright Mr./Mrs. _____, please proceed.

[Speaker gives comments]

Thank you. Next, we will have _____, followed by _____.

[Once all verbal cards are gone through]

Is there anyone else that would like to speak? If so raise your hand to fill out a speaker registration form.

[Pause for that opportunity and look around the room – if there is no one else, proceed to next slide]

Adjournment 

Thank You For Your Participation!

Please remember to submit your comments on or before
Monday, February 5, 2024
to be included in the Public Hearing Summary Report

- Written comments can be placed in the comment box
- E-mail comments to: BRY_PublicComment@txdot.gov
- Mail comments to: TxDOT – Bryan District
ATTN: Sydney Fox
2591 N. Earl Rudder Freeway
Bryan, TX 77803-5190

Project questions are welcome anytime during the project development process

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This concludes the verbal comment session. I would like to thank you for all your comments. Your statements and comments will be given consideration in the preparation of the final design of the project. After the closing date of the hearing comment period on **Monday, February 5, 2024**, TxDOT will process all the comments received and complete a Public Hearing Summary Report for review and approval, which can be obtained at the TxDOT District Office.

District staff is available for questions regarding this project anytime during the project development process.

As a reminder, if you did not sign in when you came in, please do so now. This is for our records in documenting attendance at this hearing.

Please feel free to continue viewing the project exhibits. The TxDOT staff with name tags are available to answer your questions.

On behalf of TxDOT, again, let me thank you for your participation in this public hearing. It is now **X:XX PM** and the public hearing for the **proposed US 290 at SH36 Interchange** project is officially adjourned. Thank you.